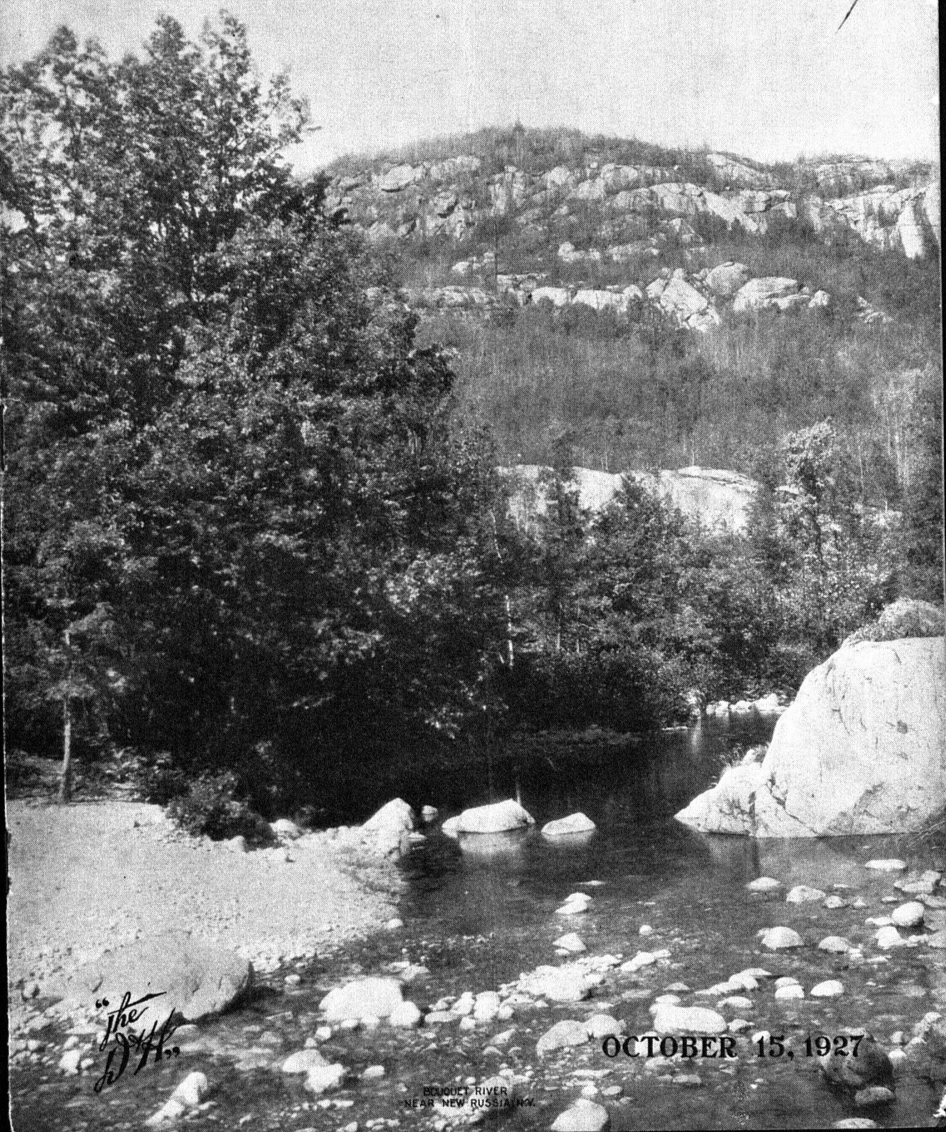


THE DELAWARE^{AND} HUDSON COMPANY BULLETIN



*The
D.H.*

OCTOBER 15, 1927

DELAWARE RIVER
NEAR NEW RUSSIA, PA.



IMES and conditions change, mortals come and go, but certain things remain. The railroad will remain. The airplane and the automobile will never replace it for long hauls or heavy loads; nor will they ever be preferred by the mass of men as the means for long-distance travel. The commuter of the future will cling to the railroads as he does today. The reason should be obvious.

The railroad is the heart-nerve of civilization — the world's greatest and best civilization. It moves the food of the nations, the armies, the coal that drives the wheels of industry, the news and literature which feeds the intellects of men, the mail without which we could no longer do business or enjoy life in its more important aspects and relations. The railroads give service, and service is the only open road to mortal happiness.

— From *The Cincinnati Enquirer*.



*"The
D.H."*

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D.H."*

DELAWARE AND HUDSON COMPANY

BULLETIN

Vol. 7

Albany, N. Y., October 15, 1927

No. 20

Ran Boy's "Barnyard Special"

Firebox Reflections at Night Also Coaxed Veteran Conductor to Join the Ranks of Railroadmen, As Far Back As He Can Remember

AS the twig is bent the tree's inclined," is a truth handed down to us by one of the wise men of the past. The wording may not be exactly correct, but the inference is unmistakable. And it is by this rule that we are able to determine, from time to time, the reason why not a few men choose the railroad for a career.

On looking backward through the years, some find in their boyhood environments the reason for such a choice. With father, brother, or other immediate relative engaged in railroad work they early were imbued with its strange fascination. Or it may be that a boyhood chum preceded them on the road and, enviously, they followed suit. But what may be said of the son of a farmer who was reared among environments altogether different but who, nevertheless, found great delight in coupling together all the wagons, sleighs, hay rakes and other mobile contraptions to be found in a barnyard and calling the combination his "train," and who at night experienced many restless hours because the reflections from the open firebox doors of locomotives as they plodded their way through the darkness, stole across the fields, a mile or

more, and teased him to follow in their wake? He must, indeed, have heard what has been termed, though out of pure enthusiasm perhaps, the "Call of the Rails."

Not only did he hear that call, but he heeded it and for more than forty years, first as a member of a construction gang and lastly as a passenger conductor, found the enjoyment and satisfaction he craved. An affliction which physicians have been unable to rid him of ended his career somewhat abruptly as nothing less than a physical handicap might have done.



CHARLES R. HARP

"As long ago as I can remember," declares CHARLES R. HARP, of No. 47 Academy Street, Oneonta, N. Y., a retired passenger conductor, recalling his boyhood experiences as just recited, "I wanted to be a railroad man." And now, though a victim of misfortune insofar as his health is concerned, he finds no grounds, whatsoever, upon which to

base even one regret for having chosen the railroad for a career, and his faith in the Management of The Delaware and Hudson, by which he was so long employed, is unbounded.

He was born at Canastota, Madison County, New York, July 24, 1858, second youngest in

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the family of six children of the late George W. Harp, a farmer. As a boy he attended the district school in the vicinity of his home and one winter studied at Morrisville, the county seat. Most of his work prior to the time he entered the railroad profession was done on the farm either with his father or for neighbors.

Leaving the farm he first endeavored to follow out ideas that were not strictly in accord with his inclinations. One of these suggested that he choose a business that "wouldn't play out," as he tells it, and for one winter he was employed in a casket factory at Oneida. But even there he continued to experience a yearning for railroad work with the result that on May 14, 1882, he engaged with the North River Construction Company which had the contract for building the West Shore railroad through that part of the State, and remained with them, driving one of his father's teams and later as a brakeman on a work train, while the road was being constructed between Canastota and Oneida Castle. His turn at braking came when he was called to take the place of a man who had suffered the loss of a leg in an accident, yet this did not deter him.

He remained on the West Shore until September 1, when he quit and went to Norwich, N. Y., where he obtained employment with the "Midland," now the New York, Ontario and Western, but never went to work because of his mother's fears that he would become injured. But he was not to forsake the railroad forever and a few weeks later boarded a freight train passing through Oneida to inquire after some boys who had been his chums and who were then employed on that road. One of them was on the train and to him he appealed for assistance in getting a job as trainman and received a promise that all would be done for him that possibly could be done.

In the interim, however, he met "Jim" Clifford, then an operator at Cobleskill, who urged him to go to Oneonta and "go on the D. & H.," which he declared was "as good as the Central." He accepted Clifford's advice and arriving in Oneonta inquired for the yardmaster. Howard Evans, a big, strapping fellow, was pointed out and from him he obtained a position as a brakeman. He experienced some difficulty in finding a boarding house and had just completed this important transaction which included room and board for eighteen dollars a month, when, within an hour of his arrival in the town, he was called to make a run to Nineveh. The crew of this train included "Dutch" Brosmer, engineer; Wil-

liam Fellows, fireman; "Jim" Dexter, conductor; "Mickolo" O'Connor, head man, and "Steve" Montrose, another brakeman. He took the place of Martin Ryan, the middle man. The engine was the No. 94 and the caboose, No. 37.

For five years he worked as a brakeman and then was promoted to a conductor while running with John Bell, with whom he had been associated for four years. He was marked out with his first crew and a mixed train for Quaker Street, at 2:30 p. m., August 30, 1888. On November 2, 1890, he got his first regular crew. His first experience carrying passengers came in 1903 when he held the way freight run between Oneonta and Cobleskill and a passenger coach was attached to the train.

On November 2, 1905, he became one of the regular passenger conductors on the Susquehanna division and for eight months was engaged on the Schenectady branch. Later on he was again employed in a similar capacity on the branch, but on another run. As the years passed he held, at one time or another, every passenger run on the division, with the exception of Nos. 308 and 309. The first summer the Sharon Special was run between Albany and Sharon Springs, he was the conductor. For five years he was on train No. 300, out of Oneonta, and the last five years of his career he was on Nos. 303 and 312.

Although he never suffered an injury that left its mark, he nevertheless experienced two falls, either of which may have contributed to his present physical condition which has been diagnosed as paralytic agitans, since in both he struck on his back. In the first he escaped death by a miracle. He had fallen between two cars of a moving "cut," and realizing that he would be caught by a low brake rigging and dragged to death, possibly, he managed to throw himself through the space between the trucks of one of the cars. His second fall was experienced at Wellsbridge on March 17, 1917, but he did not retire until July 1, 1922, more than five years later. On another occasion he experienced a miraculous escape. In effecting a certain movement it had long been his custom to ride on one of the front steps of the locomotive, but for some unknown reason he had gone into the cab when shortly afterward the cylinder head on the side where he was accustomed to ride, blew out.

His love for the railroad is second only to his attachment for his home and in the rearing of his family he has always taken the greatest pride. On November 11, 1885 he was married

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A Voyage of Duty

Being Baroness Riedesel's Experiences With the English Army and As a Prisoner in America, From 1777 to 1783

By W. J. COUGHTRY, Recorder

(Continued from Last Issue)

MADAME RIEDESEL'S sojourn with her entire family at Fort Edward during the cessation of hostilities was terminated by Burgoyne's advance to Stillwater. When the army marched out on September 11, she was, after urgent entreaty, permitted to accompany it, instead of remaining behind as originally planned. This, to her joy and satisfaction, permitted her to see her husband daily. Most of her baggage she left behind, taking only a summer wardrobe.

At first all went well. When the Hudson had been passed, hopes of a victory were cherished as Burgoyne had said, "The English never lose ground." Although her spirits soared, she was considerably distressed over the lack of secrecy of the plans of the expedition. Everything was known beforehand, by the wives of the officers and, apparently, to the Americans who, at each new place reached, were awaiting them.

Throughout the engagement at Freeman's farm on September 19 Madame Riedesel was an eye witness. She writes: "There was an affair between the two armies, which, it is true, ended to our advantage, although we were, nevertheless, obliged to make a halt at a place called Freeman's farm. As my husband was in the midst of it, I was full of care and anguish and shivered at every shot, for I could hear everything. I saw a great number of wounded, and what was still more harrowing, they even brought three of them into the house where I was." These were officers, the wives of two of whom accompanied the expedition. The other she found to be Lieutenant Young, the nephew of one of her friends of that name, made during her stay in England, whom she nursed, supplying him with provisions and refreshment. This young man had refused to permit the amputation of his injured leg. Mortification, however, set in and although she redoubled her care, the amputation was too late and he died a few days later after bespeaking for her a thousand blessings.

Here Madame Riedesel lived in a house which

she describes as pretty and well built, in which she occupied one large room. The doors and the wainscot were of solid cedar, a wood common in the vicinity. This wood was frequently burned, she writes, as a preventative against "midges," insects which could not stand its odor. Here, too, she had a calash made in which she, her children and women servants afterwards followed the army on its marches. On these marches she rode through boundless forests and magnificent tracts of country which had been abandoned by the inhabitants who fled before them, reinforcing the American army under Gates. This, she writes, "cost us dearly, for every one of them was a soldier by nature, and could shoot very well; besides, the thought of fighting for their fatherland and their freedom inspired them with still greater courage."

As the army engaged in skirmishes daily, General Riedesel was compelled to camp with the main body. His wife remained about an hour's march behind, but she visited him each morning, frequently taking the noon meal with him. The weather became inclement and she accepted the offer of an English artillery officer to build a house for her, with a chimney, that should not cost more than five or six guineas, which she could permanently occupy. This would be the equivalent, in United States money, to approximately twenty-six to thirty-one dollars. Large trees of equal thickness were selected, which were joined together and the openings between them filled with clay to provide warmth. She watched the construction in joyful anticipation of protection and comfort, for her husband could live in it with her as he would then be close to his camp. Her hopes were, however, never realized. On October 7, the day before she was to occupy it, the general staff, including her husband, made an hasty departure. "Our misfortunes," she writes, "may be said to date from this moment."

While seated at breakfast with her husband, in Burgoyne's headquarters, she observed considerable movement among the troops. Upon

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inquiry she was informed that there was to be a reconnaissance. On her return to her quarters she met many savages in war dress hurrying forward to join in the fight. She heard skirmishing and firing which, by degrees, grew into a heavy cannonade. During the afternoon, General Frazer, an expected guest for dinner that evening, was brought to her quarters mortally wounded by a shot through the body. The dinner table, already spread, was removed, and in its place a bed was set up. Her fear that her husband might be brought to her in the same manner was removed by his return in the evening for dinner, which he ate in great haste with her and his adjutant behind the house.

Although told that an advantage over the enemy had been gained, the sorrowful and downcast faces she beheld bore witness to the contrary. Before leaving, the general told her that everything might go very badly, that she must keep in readiness to depart and under no circumstances give the slightest inkling of the reasons for her preparations. Pretending that she wished to move into her new house the next day, she had everything packed.

She spent the night without rest or sleep in looking after her children, General Frazer and Lady Ackland, the occupant of an adjoining tent, who had been informed that her husband had been mortally wounded and taken prisoner. Urging that the wound was only slight, she counseled the former to go to him at once in order that she might nurse him, and later assisted her in securing Burgoyne's permission to leave camp. Lady Ackland later entered the American lines under a flag of truce with a letter from Burgoyne recommending her to the protection of the American commander. General Gates' answer, which, it is believed, is not generally known, redounds so much to the honor, spirit and highmindedness of the writer that it is here given:

"Saratoga, Oct. 11th, 1777.

Sir: I have the honor to receive your excellency's letter by Lady Ackland. The respect due to her ladyship's rank, and the tenderness due to her person and sex, were alone sufficient securities to entitle her to my protection, if you consider my preceding conduct with respect to those of your army whom the fortune of war has placed in my hands. I am surprised that your excellency should think that I could consider the greatest attention to Lady Ackland in the light of an obligation. The cruelties which mark the retreat of your army, in burning gentlemen's and farmers' houses as they pass along, is almost, among civilized nations, without a precedent. They

should not endeavor to ruin those they could not conquer. This conduct betrays more of the vindictive malice of a bigot, than the generosity of a soldier. Your friend, Sir Francis Clark, by the information of the director-general of my hospital, languishes under a dangerous wound. Every sort of tenderness and attention is paid to him as well as to all the wounded who have fallen into my hands, and the hospital, which you were obliged to leave to my mercy, * * *

I am, Sir

Yours,

Horatio Gates."

General Frazer, realizing that his death was near, sent a message to Burgoyne requesting that he be buried the following evening at six on top of a hill upon the site of their great redoubt. About three the next morning when it became known that Frazer could not last much longer, Madame Riedesel took the children from their bed, wrapped them in blankets and with them went into the entry. At eight, Frazer died. His remains, wrapped in a sheet, lay all day on the bed in her room. With this sad sight before them, she and her children spent the entire day. The cannonade was renewed early in the day. A retreat was spoken of, but no movement whatever made toward it. About four that afternoon Madame Riedesel sorrowfully watched the new house that had been built for her burn to the ground, unmistakable evidence that the enemy was not far away. Despite continued heavy firing General Frazer was buried precisely at six; the entire body of generals with their retinues attending the obsequies. Cannon balls flew continually around and over the party as Brudenel, the chaplain, performed the funeral service. General Gates afterwards said that had he known it was a burial he would not have allowed any firing in that direction.

An order had been issued that the army should retire after the burial and the horses were already harnessed to the caissons to convey the women and children. Madame Riedesel at first refused to leave ahead of the troops, but was finally induced, through fear for the safety of her children, to leave with the others at eight o'clock. The greatest silence had been enjoined. Fires were kindled in every direction and many tents left standing to make the enemy believe that the camp was still there. Madame Riedesel, who traveled all night, was frequently forced to hold a handkerchief over her youngest daughter's mouth to prevent her cries from being heard. At

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Employees Rescue a Railroad

Train Service Men Evolve Novel Scheme That Has Been Instrumental in Increasing the Road's Business 60 Per cent Since 1923

WHEN the strong, friendly arm of employee solicitude reached out to help the Gulf, Mobile & Northern survive a decline in business, a few years ago, something wholly agreeable to the Management and its employee family happened; the tide was turned and, with other factors contributing, business on the road has increased more than 60 per cent since 1923. Employee cooperation, it is pleasing to know, was primarily responsible for this turn-about. The story was interestingly told in a recent issue of the *Railway Age*.

"The very life of the railway was wrapped up in the Mississippi lumber industry," to quote the *Age*, "and, when that industry showed unmistakable signs of decline in the territory tributary to the railroad, it seemed that little hope remained of a continuing prosperous life for the line."

One day a Company official, riding over the line in the cab of a locomotive, chanced to reveal to the engineer his uneasiness over the falling off of the lumber traffic and, with no thought in mind of the developments to follow, cited the necessity of securing increased business. Fortunately the engineer was one of those clear thinking railroad men who appreciates the fact that only as the road by which he is employed prospers may he prosper, and before the end of the run was reached he and the official had evolved the idea which was to save the day for the Gulf, Mobile & Northern and its employee family. Briefly it provided that members of freight train crews, on each run, write letters to the shippers and consignees of every shipment in their train, advising them of the fact that the train is carrying their shipment, and furnish them with passing and delivery records. In addition, the letters contain a short talk on the advisability of routing shipments via the G. M. & N.

At first these letters were typed on waybills, in the caboose, but later it was found that if written on specially printed letterheads their effect would be greatly increased. Consequently letterheads bearing a picture of the train and possibly some member of the crew, with the names

of the crew immediately beneath it, were printed and some one of the train or engine crew signs the letter. These letters are notable for their portrayal of the writer's confidence in the ability of his road to render the type of service most desired by the party whom he addresses, and, therefore, are highly reassuring to shipper or consignee as the case may be.

Typical of the friendly interest that permeates these letters is one written by an engineer and which reads as follows:

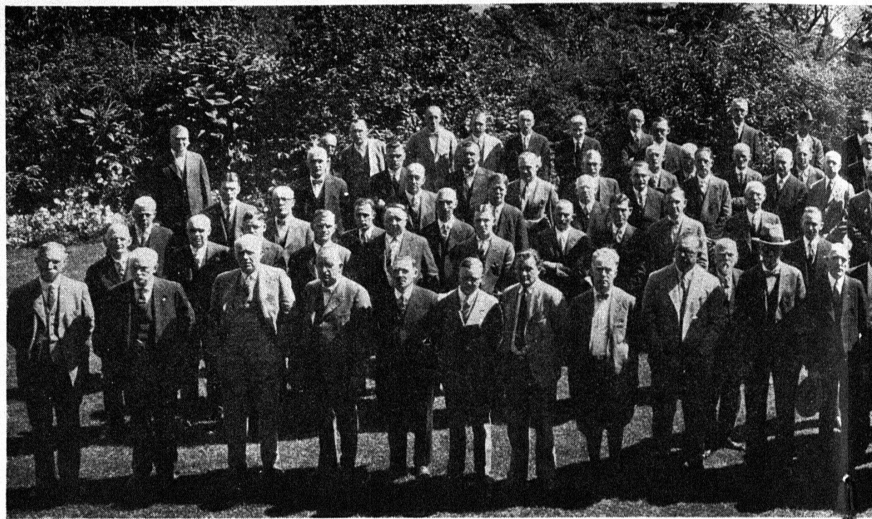
Good Morning! My name is Joe Liddell. I am looking for more business. I am a freight engineer on the Gulf, Mobile & Northern with engine 252 on manifest freights Nos. 55 and 56 between Jackson, Tenn., and Louisville, Miss., a distance of 188 miles which we make in a little less than 19 hours actual running time. This locomotive is one of the Decapod type and is the second largest of this type in the United States. The above picture was taken about five miles south of Jackson, Tenn., while we were right on time with No. 55's schedule, which schedule we have maintained 100 per cent since being assigned to this run.

No. 55 today has among 60 loads WLE 2796, roofing, consigned to La Grange, Texas, moving for your account. This car was delivered to us this morning at Jackson, Tenn., and will in turn be delivered to the MCR at Beaumont early in the morning.

I just want you to know that your business is carefully handled while directly under our charge and that it is looked after in accordance with statements made by our Mr. W. O. Lewis, whom you possibly know. I can vouch for the fairness of the company's dealings with you and assure you that every one on this road, from the president to the track men, as well as the train and engine crews, appreciate your business. May it always be "good"!

That the spirit in which these letters are written goes to its mark is fully indicated by the many cordial and appreciative replies that find their way back to their writers. Some of the unlooked for results, according to the *Age*, are love letters from stenographers and gifts of merchandise from shippers. One shoe company outfitted an entire crew with shoes, many pounds of candy have been sent to them, as has miscellaneous merchandise, including saws, bags of flour, cough medicine, etcetera. Other interesting incidents in this connection might be cited if space permitted, but, instead, two of the many replies received will suffice as a conclusion.

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Agents and Others Who Attended Agents' Meeting

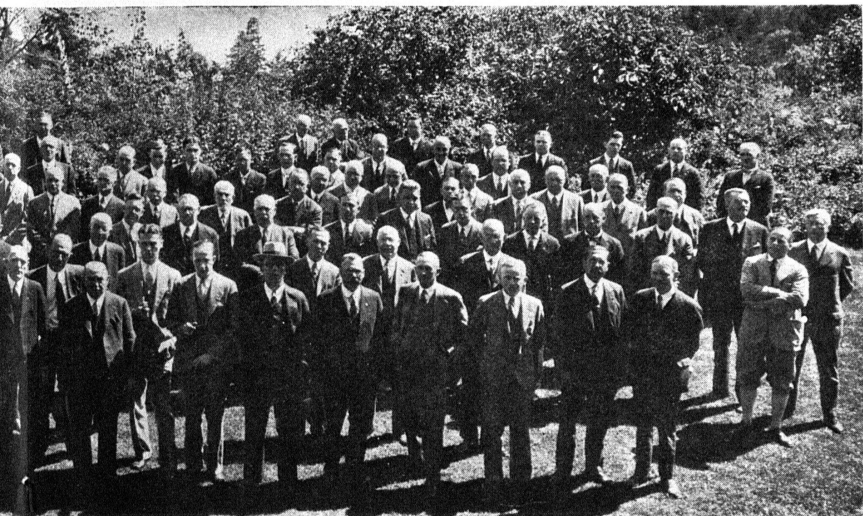
Agents Meet In Annual Session

*Three-day Conference Is Featured By Interesting and Instructive Talks By Officials
With Recreational Diversions and Entertainment*

FOR three days, September 7, 8 and 9, the Management of The Delaware and Hudson, following a custom of long standing, entertained the members of The Delaware and Hudson Freight and Ticket Agents' Association at Hotel Champlain, at Bluff Point-on-Lake Champlain, during which time their annual meeting was convened. The opening session was called to order at 10 a. m., September 7, by Colonel J. T. LOREE, vice-president and general manager, who, after welcoming the agents and conveying to them PRESIDENT L. F. LOREE's regrets at his inability to attend, then left the further course to be pursued with EDWARD MARTIN, president of the Association, who during the remainder of the time presided as chairman. Forenoon hours, during the three days, were thereafter devoted to the con-

sideration of the every-day problems confronting Agents in their various classes of employment and the afternoons and evenings given over to recreation and entertainment. The attendance, in the main, rotated from day to day as Agents came and went according to the period of time they were able to be away from their respective stations.

J. F. COSTELLO, secretary-treasurer of the Association, was chairman of the reception committee, the other members of which were the four division agents: H. E. MORGAN, J. H. FERRY, C. H. KEMP and H. A. OTIS; the four vice-presidents: E. J. BRENNER, H. C. BECKER, W. A. LITTLE and W. W. COOPER; and L. E. WATERS, supervisor of station service. The entertainment committee



gentle Meeting on Thursday, September 8, 1927

Session, At Hotel Champlain

*Officials of the Company and a Free Discussion of Mutual Problems, Interspersed
with Sports and Splendid Entertainment*

was headed by J. E. ROBERTS, as chairman, and included H. D. CHAMBERLAIN, F. L. HANLON and G. D. HUGHEY.

J. E. LONG, superintendent of safety, and R. B. SIMS, freight claim agent, were the speakers on the opening day, their subjects being "Safety First" and "Claim Prevention," respectively. On the second day there were three speakers, i. e., W. H. WILLIAMS, vice-president; J. E. ROBERTS, superintendent of transportation, whose subject was "Distribution of Equipment and Car Utilization;" and H. A. EMPIE, general fuel agent, who spoke on the subject of "Fuel." A paper entitled "Station Accounting," prepared by H. A. OSTIGUY, auditor of station accounts, and presented by W. S. PALMER, auditor of reve-

nue, and a paper by B. D. ANTHONY, assistant real estate and tax agent, on "Rents and the Station Agent," were the principal features of the program for the final day.

Bright, bracing fall weather brought out the golfers of the party en masse with the result that the three courses were well patronized on each of the three days. C. H. CLARK, general agent at Chicago, won the first prize in the handicap tournament, which was open to all; COLONEL J. T. LOREE, vice-president and general manager, the second; J. C. TORPEY, assistant superintendent of transportation, third; H. A. OTIS, division agent on the Champlain division, fourth. In the clock tournament, restricted to agents, L. E. REMIL-

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three hundred and seventeen

The
Delaware and Hudson Company
BULLETIN

Office of Publication :
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ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Company, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

Vol. 7 October 15, 1927 No. 20

*The purest treasure mortal times afford
Is spotless reputation; that away,
Men are but gilded loam, or painted clay.*

—SHAKESPEARE.

Railroads and the Cities

The part which railroads play in the life of a city as a whole as well as the lives of individual citizens is discussed in a booklet, "The Railroads That Serve Buffalo," just published by The Manufacturers & Traders—Peoples Trust Company of that city. In a foreword, Lewis G. Harriman, president of the bank, analyzes the subject in part as follows:

* * *

IT is to the steam railroad, more than any other one factor in our history, that our prosperity as a nation is due. The wealth of our country today depends entirely on the ability of the miner, the manufacturer and the farmer to have his commodity economically and quickly transported from the point of production to the door of the consumer. Other countries are equally rich in mineral wealth and in the fertility of their soil yet with little or no railroad facilities they have remained dormant, and this is true of the vast riches of South America, Russia, China and other countries.

Thus we can readily see that the life of our city, as well as all other cities of the United States, is dependent upon our modern, economical railroad transportation service. As an example of this, let us consider the average Buffalo family. The alarm clock which wakes them came by rail from the middle west. The breakfast menu will probably cover fruit from Florida or California; cereal from our great corn and

wheat belts; eggs from the middle west. The milk and cream for breakfast and for baby comes to Buffalo from outlying farms a hundred or more miles away on fast passenger or milk trains. The china probably came from one of the many ceramic factories in the Ohio Valley, and the furniture from Grand Rapids or one of the other large manufacturing centers. Father picks up the morning newspaper made from Canadian wood pulp and manufactured into paper in New England.

And so we might go on during the entire day of our Buffalo family, showing their utter dependability on steam railroad transportation, and were it possible to conceive such a catastrophe as the railroads ceasing operation, there would be a food panic in every city in our country in twenty-four hours. Babies by the thousands would die for lack of milk. Coal to heat and light our homes would quickly be exhausted, and disease, starvation and death would be on every hand, for no other transportation system, or group of systems, are at the present day sufficiently elastic to carry to our city the vast quantities of foodstuffs and merchandise necessary to maintain us in health and prosperity.

It is very evident that the railroads constitute the arteries through which flows the vast commerce of this country. Naturally every business man is, and should be, vitally interested in the continuance of railroad prosperity and the maintenance of railroad credit without which there cannot be efficient operation.

The thirteen railroads operating trunk lines in Buffalo provide employment for 22,000 persons in this district, with a combined payroll of approximately \$35,000,000 yearly. And they pay millions of dollars to the city and county every year in taxes.

Patience

SUPPOSIN' fish don't bite first—
What are you goin' to do?
Throw down your pole, and chuck your bait—
And say your fishin's through?
You bet you ain't—you're goin' to fish
'N fish n' fish, n' wait
N' use up all your bait.

Suppose success don't come at first—
What are you goin' to do?
Throw up the sponge n' kick yourself
'N grovel and fret and stew?
You bet you ain't—you're goin' to fish,
You'll bait n' bait ag'in,
Until success jest grabs your hook,
For grit is sure to win.

—EXCHANGE.

A Voyage of Duty

(Continued from Page 314)

six the next morning Burgoyne called a halt and had the cannon arranged and counted, to the wonder and worry of all, for a few more good marches would have placed them in security. General Riedesel, completely exhausted, entered his wife's calash during the halt and slept nearly three hours with his head on her shoulder. Money and jewelry were placed in her hands by the English officers for safekeeping. The retreat was renewed during a heavy rain, proceeding for about an hour when the enemy was encountered and the army again halted.

Nearly all the following day, October 9, was spent in a pouring rain, ready to march at a moment's warning. Late in the afternoon the retreat was again started, and Saratoga was reached after a march of half an hour. Madame Riedesel, like the rest, was wet through, and obliged to spend the night in drenched clothing on some straw before a fire in the open. Upon inquiring of General Philips why they did not continue their retreat while there was yet time, which her husband had pledged himself to cover, and bring the army through to safety, he answered: "Poor woman, I am amazed at you! Completely wet through, have you still the courage to wish to go further in this weather? Would that you were our commanding general. He halts because he is tired, and intends to spend the night here and give us a supper." In this latter achievement, she writes, Burgoyne was very fond of indulging and that he spent half the nights in singing and drinking, and amusing himself with his mistress, who, as well as he, loved champagne.

The next morning, Burgoyne, to cover his retreat, caused the houses and mills of General Schuyler's to be burned. Only a short march was made, as great misery and the utmost disorder prevailed. The discomforts were further increased by the failure of the commissaries to distribute provisions. Madame Riedesel shared her personal store of provisions, with which her carriage was kept constantly stocked by her cook, with thirty famished officers. Her supply soon exhausted, and unable to lend further assistance, she appealed to Burgoyne, reminding him of his duty and insisting that he feed his starving men. Thanking her for her intervention, for which she believed he never forgave her, Burgoyne ordered provisions immediately distributed. This further delayed their retreat, which Riedesel had promised

to make possible, provided only that no time was lost. With the order promised him upon effecting a junction with Lord Howe in mind, Burgoyne hesitated and, instead, lost everything.

The Americans renewed their attack about two that afternoon, causing immediate alarm and confusion. Riedesel sent instructions to his wife to proceed forthwith with the children to a house a short distance off. As their calash approached it they were fired upon, but by throwing the children on the bottom and herself over them all escaped injury. Immediately after entering, a heavy cannonade was principally directed against it, probably due, she writes, to the enemy's belief that it was the English headquarters. It, however, harbored none but women, children and wounded. Finally, they were compelled to seek refuge in the cellar in which she spent a sleepless night in a corner near the door, her children lying on the earthen floor with their heads in her lap.

In the morning the bombardment was renewed, but from a different side. The refugees, upon her suggestion, vacated the cellar for a time in order that it might be aired and cleaned. In their absence she gave it a good sweeping and fumigated it by sprinkling vinegar on "burning coals." This over, she surveyed it for the first time. Finding it to consist of "three beautiful cellars, each splendidly arched," she arranged the wounded officers in one, the women and children in another and all the rest in the third, which was nearest the entrance. They had barely reached their allotted places when a fresh and heavier bombardment began. Many, who, she writes, had no right to enter, threw themselves against the door. Placing herself before it, with extended arms, she prevented their entry, thereby saving her children, who were under the stairs, and the other occupants from being crushed and severely injured.

Eleven cannon balls pierced the house, some of which could be plainly heard rolling upon the floors above them. One occupant, a wounded soldier, during preparation for the amputation of a leg had the other taken off by a cannon ball. Upon the return of the surgeons, who had fled for safety, they found him in the corner of the room, where he had rolled in agony.

The next night was spent in much the same way, Madame Riedesel sleeping with her children on some straw near the door so that they

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might escape in case of fire. Her fear that she might be left behind and unprotected, should a hasty retreat be made, was allayed by the wounded English officers' assurance that they would not leave her and also that each would take one of her children upon his horse. General Riedesel visited her during the night, offering to send her and the children into the American lines for safety. She refused to consent, on the ground that to be with persons whom she would be obliged to treat with courtesy while, perhaps, her husband was being killed by them, would be even more painful than her present suffering. During her third day in the cellar, she was able, for the first time, to change her linen under a protecting guard of wounded officers. Food was plentiful, but water so scarce that even her children were obliged, at times, to drink wine. The men refused to go for water as they were fired upon when they approached the river. Finally, a soldier's wife was found who had the courage to undertake to bring a supply, which she did without being molested, the Americans later stating that she had been spared because of her sex. Madame Riedesel records that, after the surrender, this woman was rewarded, "every one throwing a whole handful of money into her apron, and she received altogether over twenty guineas," slightly more than one hundred dollars.

In this situation she remained for six days

nursing and feeding the wounded, often taking her noon meal with them. Capitulation was spoken of, their opportunity to retreat having been cut off during the battle. A cessation of hostilities followed. Her husband, completely exhausted, visited her during the armistice, securing rest, the first in several days, in a bed which his wife made for him in one of the rooms, she, her children and servants sleeping on the floor in the adjoining parlor. This house, ever since known as the Riedesel house, still stands on rising ground opposite the mouth of the Battenkill, on the Hudson, and is visited annually by hundreds who view with wonder and amazement its famous battle scars and the cellar which has been preserved.

Burgoyne's council-of-war, on October 16, at which he proposed to break the capitulation already tentatively agreed to, as previously related, ended the armistice. Madame Riedesel with her children returned again to the cellar. Their stay there was brief as the armistice was renewed. Fresh meat was distributed to the wounded officers during the day, replacing the salted provisions on which they had been obliged to subsist for some time. This they shared with her, gallantly assuring her that it gave them happiness to have her partake with them of the first good thing they had been able to enjoy.

(To be concluded in Next Issue)



Madame Riedesel's House at Schuylerville

How much easier our work would be if we put forth as much effort trying to improve the quality of it as most of us do trying to find excuses for not properly attending to it.—GEORGE W. BALLINGER.

The law of worthy life is fundamentally the law of strife. It is only through labor and painful effort, by grim energy and resolute courage, that we move on to better things.—THEODORE ROOSEVELT.

Veterans Feast On Clams at Oneonta

UNFORTUNATELY a downpour of rain at an hour in the morning when members in Albany and Binghamton were making ready to make the trip to Oneonta on Sunday, September 11, to enjoy the annual clam steam of The Delaware and Hudson Veterans' Association of the Susquehanna division, in connection with which the regular quarterly meeting was to be held, affected the attendance considerably. As it was, however, upward of fifty members, their wives and friends assembled in the dining room at the Elks' club in Main Street and there enjoyed a repast of spring chicken, corn on the cob, and steamed clams, together with the many other dishes that comprise such a menu, that was declared fit for the most fastidious. An indoor meeting place had been chosen because of the uncertainty of the weather, but this appeared to in no way affect the "outing." The party was just as happy, just as congenial, and, judging from the animated conversation that pervaded the dining room everyone had just as good a time as if they had been out-of-doors.

President D. H. KELLEY presided at the meeting immediately following the "steam." The Lord's Prayer was repeated in unison as the members stood, following which the roll call of officers showed all present except the secretary, and W. C. GURNEY was appointed secretary-protem. The minutes of the previous meeting, drafted by J. T. CONNERS, the secretary, were read and adopted. They are as follows:

*Meeting called to order, PRESIDENT KELLEY in the chair,
Who opened the proceedings with the usual solemn prayer;
Then the roll call of the officers indicated all were there.
Miss Hayes then sang a solo and received a call for more
And the quartet sang a number with a very good encore.
Then the Secretary read the minutes of the meeting held before;
A member in the rear arose, addressed the Chair and moved
That the minutes of that meeting be accepted and approved.
The Chair then put the motion in a calm and quiet way
And they voted on the question without a single nay.
The reports of both the Secretary and Treasurer were read;
They showed the organization was forging right ahead.
The Chair announced a silent prayer and asked that all respond;
The quartet sang "Abide With Me," for those who'd passed beyond.
Report of the Committee on the dance and Easter ball*

Was read by CHAIRMAN GURNEY and well received by all.

A vote of thanks was given for the zeal they all displayed in handling all the details and good amount they made.

BROTHER GURNEY made a motion that the Misses Hayes and Hill

Be given each five dollars for their entertaining skill.

Motion made that Mr. LEAMY receive the thanks of all

For the special train he furnished both to and from the ball.

BROTHER GURNEY moved ten dollars be sent to keep alive

The Mississippi sufferers who managed to survive.

BROTHER SHATTUCK then amended that to make it twenty-five;

The amendment was adopted without objection by the mover

And someone thought the money should be sent to Mr. Hoover,

But BROTHER WAIT suggested the proper thing to do,

The Oneonta Chapter was the one to send it to.

BROTHER LALER spoke in accents mild but forcible without

And suggested the Superintendent hand the check to Mr. Hall.

The quartet sang selections that sounded good to me

And Mr. WALSH a solo, "Last Night I Dreamed of Thee."

BROTHER FERRY then was introduced and, pardon if I say

I never heard more eloquence than that on Mother's Day.

After that a solo—the name I hadn't learned,

Was ably sung by Mr. WALSH, and the meeting then adjourned.

It is needless to say, perhaps, that the novelty of hearing the minutes of a meeting presented in this way occasioned much good humor and had Mr. CONNERS been present he no doubt would have received the sentiments of the party in the form of some resolution or another.

The treasurer's report, which was next read, showed the organization to be healthy, financially, with a balance in the treasury of \$228.23.

PRESIDENT W. C. GURNEY, of the general Association, announced the last quarterly meeting of the year, which was held at Carbondale on October 9, and urged a good attendance.

Adjournment was taken at 2 p. m., following which the regular quarterly meeting of the Ladies' Auxiliary was held.

The next of the series of articles entitled "Nine Digits, A Cipher and Punched Holes," will appear in THE BULLETIN of November 1, next.

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Agents Meet In Annual Session

(Continued from Page 317)

LARD, agent at Corinth, duplicated his feat of the year previous by turning in the best score; E. R. HAYES, agent at Loon Lake, was second; W. M. MOON, ticket agent at Carbondale, third; and F. R. ROBERTS, assistant division agent on the Pennsylvania division, fourth. J. H. WILD, agent at Schenectady, was the winner of the court tournament, for agents only, and T. BREEN, agent at Port Henry, finished second.

Baseball on Wednesday and Thursday afternoons, and a tour of Ausable Chasm and bathing off the "Beach of the Singing Sands," on each of the three days, were other out-of-doors attractions. The *Generals* in their first game which was played with the Clinton Prison All-Stars in the prison yard at Dannemora, won, 17 to 3, despite the fact that the All-Stars had lost only three games during the season up to that time. A special train was run from Bluff Point to the prison for the convenience of the agent-fans. The second game was played at the military barracks at Plattsburg, with a team of the 26th U. S. Infantry, and was won by the *Generals*, 6 to 3.

On Wednesday and Thursday evenings, the agents were entertained in the Louis XVI ball room by Colonie and Green Island car shop talent which, following moving pictures shown through the courtesy of the Safety department, presented a mirthful and highly realistic scene of pre-Volstead days, entitled "A Night Down in the Old Neighborhood."

Employees Rescue a Railroad

(Continued from Page 315)

The manager of a cotton gin at Wharton, Texas, wrote:

We have been shipping and receiving shipments in carload lots for a number of years, and this is the first time we have ever received a letter from a conductor on a train that handled a carload of our goods. We do think that your plan is unique and should get results for your company if you keep it up. We thank you for advising us of this shipment, and will say that if we ever have any more shipments coming out of Birmingham, Ala., we will be very glad to have them routed over your road, and hope that you will be the man to handle the shipments.

And from the president of a machine tool plant at Columbus, Ohio, was received this answer:

It is certainly a pleasure to know a crew who find such pleasure in their work and who delight in boosting their employers, and we shall be very glad to cooperate in your endeavor to spread good will by stating that any freight going into your section shall be routed via G. M. & N.—whether the haul be short or long.

three hundred and twenty-two

Ladies' Auxiliary Notes

RED, white and blue are the colors of a very attractive pin now being worn by the members of the Ladies' Auxiliary of the Delaware and Hudson Veterans' Association. The pin somewhat resembles that long ago adopted by the Veterans, except that it is smaller. Its center is of red enclosed in a circular band of white and across the face of the pin is a narrow ribbon of blue upon which is imposed the word "Auxiliary." All the lettering and lines separating the colors are of gold.

MRS. J. J. CONROY, president of the Auxiliary, recently received a letter from Mrs. L. F. LOREE acknowledging receipt of membership card and button.

The Auxiliary will hold one of their popular social get-togethers in Binghamton in the near future, arrangements for which are being made by Mrs. W. C. GURNEY and Mrs. THOMAS F. SULLIVAN.

Ran Boy's "Barnyard Special"

(Continued from Page 312)

to Miss Blanche Tooke, of Pratt's Hollow, Madison County, New York, with whom he became acquainted while working for her father as a farm hand. To them three children have been born—John Tooke Harp, a professor in the Central High School at St. Paul, Minn.; Mrs. Marjorie Blanche Race, of Rome, N. Y., and George Harold Harp, a civil engineer in the employ of New York City and a member of the faculty of Pratt's Institute.

He is a member of The Delaware and Hudson Veterans' Association, the Order of Railway Conductors, and the Methodist Episcopal Church of Oneonta.

"How did you get that mark on your face?"
"Why, that's a berth mark; I got into the wrong one the other night."

INSURANCE CLAIMS PAID

SEPTEMBER, 1927

Death benefits	-	-	-	\$22,901
Health benefits	-	-	-	5,878
Accident benefits	-	-	-	557
Accidental Death and Dismemberment benefits	-	-	-	2,400
Total and Permanent Disability benefits	-	-	-	1,017
Total benefits	-	-	-	\$32,753

October

Clicks from the Rails

No Blame for Gasoline Prices

As has been the case in other investigations of the kind, it has been determined that freight rates are not a controlling factor in the price of gasoline. The study dealing with the transportation of gasoline was conducted by the Georgia Public Service Commission at the instance of the State Legislature. In its report the Commission said:

"It is a matter of common knowledge, and is generally understood, that the price of gasoline throughout the North and South is based on the price in Oklahoma plus the freight rate from Oklahoma to the point of destination, but the investigation made by this Commission indicates that such is not the case. In fact, in many instances it does not appear that the freight rate has any controlling part in the price of gasoline."

One instance is illustrative: On the same date the price of gasoline at Charleston, S. C., was twenty-two cents and at Savannah, Georgia, it was sixteen and a half cents; or almost six cents less than Charleston, although the freight rate from point of production to both points was approximately the same.

Freight Robberies Decrease

Losses due to robbery of freight on the railroads of this country for the first six months of this year were the smallest of any corresponding period on record and totaled \$638,041, or a decrease of \$84,464, or 11.6 per cent, as compared with the same period for 1926. This reduction was effected despite the fact that the railroads in the first half of the year carried the greatest volume of freight for any corresponding period on record, and indicated the effective operation of railroad police departments and the vigilance of other employees.

Thirty-nine quarter century service men met at Joplin, Mo., on July 23, and organized the Kansas City Southern Veteran Employees' Association. J. J. Taylor, superintendent of bridges and buildings, was elected president.

Bigger Than Government

Rail transportation is a bigger business than that of the federal government, almost twice as big, in fact. In 1925, the government receipts were \$3,780,148,684 with expenditures of some two hundred millions less, while the operating receipts of the Class 1 railroads totaled \$6,122,509,856 and their operating expenses and taxes were slightly more than five billions.

In only one year has the government taken in as much money as did the railroads in 1925. That was in 1920 when federal receipts aggregated more than \$6,700,000,000. In only four years have the government disbursements exceeded those of the railroads. In 1918 Uncle Sam spent almost nine billions. In 1919 when he was cleaning up war bills the total was more than fifteen billions, in 1920 it exceeded six billions, and in 1921 it was more than \$100,000,000 in excess of the railroads' total for 1925.—From the New Orleans (La.) Times Picayune.

M-K-T Veterans Honored

Nearly one thousand employees of the M-K-T Lines, according to a recent issue of the *M-K-T Employees' Magazine*, who have been in the employ of the railroad for twenty-five years or longer will henceforth be designated by the Management as Veterans as the result of a recent conference between C. Haile, president of the road, and W. E. Williams, manager of the Department of Personnel, and each will receive an appropriate gold lapel button. The exact number of Veterans thus to be honored is 987 and their total service aggregates 32,154 years.

Gigantic System Athletic Meet

More than 1,400 men and women athletes, survivors of elimination contests held during the summer in three operating regions, the Altoona works and the general offices at Philadelphia, participated in the seventh annual outdoor track and field meet of employees of the Pennsylvania system which was held at Altoona, Pa., on September 17. In addition to track and field events the program included tennis, trap shooting, rifle shooting, quoit, horseshoe, golf, swimming and baseball contests.

Why Our Wages Are Higher

Along a one-mile stretch of railroad in France about twelve men are engaged. Along a similar stretch in Germany twenty-seven men are employed and in England about thirty-four men. But in the United States the efficiency of railroad workers and of railroad operation has been so increased that only seven men are handling the work in a one-mile run. These figures are based on the number of men employed per 100 miles of rail in the various countries.

One American railroad man can today do the work of two Frenchmen, four Germans or five Englishmen in railroad transportation. The amount of freight that can be moved one mile by an employee is five times greater in the United States than in Germany and ten times greater than in England. This, in part, is because employees here are given more powerful and more efficient machinery to work with and also because man power itself has been rendered more efficient.—WILLIAM G. SHEPHERD, in "Our Delivery Boy Turns Over a New Leaf," in *Collier's*.

Plan Memorial to Old Portage Road

A movement has been initiated by the Blair County (Pa.) Historical Association to erect a memorial to the old Portage Railroad, the history of which was published in *The Bulletin* of May 1, 1925, and already the Pennsylvania legislature has appropriated \$10,000 for this purpose. The road, which extended from Hollidaysburg to Johnstown, thirty-seven miles, and consisted of ten inclined planes connected with short stretches of level track, was authorized in 1831 and placed in operation in 1834.

Seventy Miles An Hour

Probably the fastest run for any considerable distance ever made on a railway in America was that achieved on the Canada Southern on September 15 (1877), when the distance between St. Thomas and Amherstburg, Can., 111 miles, was covered in 109 minutes. One mile was made in fifty-four seconds, seventy miles an hour.—*Railway Age*, September 20, 1877.

The Man Is Poor



THE man is poor when he gets out of tune with his environments, when his friends have lost confidence in him, when he has but dark pictures on the walls of his inner life, when his character is diseased, and dishonest tricks of evasion dominate his heart and soul. He is poor indeed when he puts something over on his friends at the expense of his character, when the Golden Rule ceases to direct his thoughts of his every-day actions. When a man's character is spotted by dirty tricks of his own conceiving, he is facing the most abject poverty. A man is not necessarily poor because he has little of this world's possessions. If he maintains his integrity, keeps his character unblemished and square to the world, he is not poor, even though hunger is staring him in the face and he has no place to lay his head.

— Frank O'Donnell.